

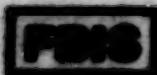
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USSR Report

TRADE AND SERVICES

No. 1217



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CONSUMER GOODS AND DOMESTIC TRADE

CLOSER STUDY OF CONSUMER GOODS URGED

Demand and Supply Feedback

Moscow SOTSIALISTICHESKAYA INDUSTRIYA 18 Sep 79 p 2

[Article by E. Borovskiy, Chief of the Central Commercial-Advertising Organization of the Ministry of Communications Equipment Industry: "Return Link"]

[Text] Although 8 million radio sets and 7 million televisions sets are manufactured in the country every year, trade is constantly seeking to increase the production of these items. It would seem that in order to fully satisfy the public demand, it would be sufficient for industry, relying on trade orders, to increase the output of brands of sets which are already well known. But this seeming ease of solving the problem might become a trap for enterprises, since industry's supply must answer the public's needs not only with regard to volume but also with regard to the variety and quality of the items. For example, it is important to know what ratio is optimum at a given time between color television sets and black-and-white ones, or between stereo and mono radio sets. And how is industry to be guided in a situation where there is a more and more pronounced tendency for families to acquire a second or even third television set? Probably, when establishing the engineering specifications and determining the external appearance of the item, its creators ought to carefully imagine under what conditions this item will be used, i.e., where the television set will be placed, in a living room, at a dacha, or in an automobile.

It is particularly necessary that workers in our sector thoroughly study buying preferences, inasmuch as the Ministry of Communications Equipment Industry is the principal factor in the production of radio sets, television sets, tape recorders, and, consequently, as is required in the decree of the CPSU Central Committee and the USSR Council of Ministers "On Improving Planning and Strengthening the Influence of the Economic Mechanism on Increasing Labor Efficiency and Work Quality," it is responsible for satisfying the public's needs with regard to the variety and quality of these products.

The directors of enterprises engaged in turning out radio and television sets do not have to rack their brains over what kind of sets to produce now, as market conditions will take shape within a few years. A system has been created in this sector for studying demand; it operates at all levels of managing the production of these items.

Within the ministry the market is studied by the Central Commercial-Advertising Organization (TsKRO), which, since it is the structural cost-accounting subdivision of the Main Administration for Marketing of the Ministry of Communications Industry, unites the study of demand for the entire sector. Long-term forecasts of demand, with consideration being given to Soviet and foreign experience in producing radio and television equipment, are conducted by services which have been established at a whole series of various sectorial scientific research institutes. A group of workers engaged in gathering information regarding demand for items being produced also exists at each enterprise. Important data for resolving the problem of whether to remove or put into production certain models of radio and television equipment are received by us from the sectorial, firm-connected Orbit stores, whose network is being expanded.

But how is the effect of the system of studying demand expressed? Primarily in the fact that, thanks to the activity of the sector's commercial service, enterprises are quickly given guidance as to the consumer-demand characteristics of their items, while their production is being developed. Indicative in this case is the transformation which the "Tonika-310" tape recorder underwent. From a slow-moving item it turned into one in short supply just because upon the advice of employees in the firm-connected stores its manufacturers changed the item's external appearance. Study of consumers' opinions and appraisal also served as a basis for improving the engineering specifications and artistic design of the "Rubin," "Raduga," and "Rekord-339" television sets and the "Melodiya-106" music unit.

At the same time, by preventing the accumulation of items in trade the commercial service provides signals to the enterprises, causing them to cease production on certain models. Thus, last year more than 60 new models of radio and television sets for which there had been no demand were taken out of production.

Nevertheless, in deciding the question of whether to put this or that item into production or to remove it, industry still cannot entirely rely on its own commercial services because the existing system for studying demand is itself in need of improvement.

It is indeed strange, but at present we cannot say anything, for example, about the movement on the market of such popular items as tape recorders and electrophones. These two situations are separate, in general, from the consumer complex, which is under the administration of our ministry, since the funds for tape recorders and electrophones are allocated by Soyuzglavelektron, which is under USSR Gosnab. Trade does not even give

us the orders for the production of these items--all deliveries proceed through the channels of material-technical supply. For example, the production workers seek to manufacture an additional 570,000 tape recorders for 1980. But what brands is unknown.

The quality of Soviet tape recorders and electrophones could be raised significantly if a continuous feedback system were to be established with the purchasers of these products. This could be done by abandoning the "monopoly" of USSR Gosnab over the distribution of tape recorder and electrophone sets. At least that portion of output which has been earmarked for sale to the public should proceed directly into trade.

A special place in solving inter-sectorial problems of market research has been relegated, as is known, to a system of comprehensive study and forecasts of the public's demand for consumer goods (SKIPS), the introduction of which was provided for by the plan for the most important scientific and technical problems of the five-year plan. Taking part in the creation of SKIPS were ministries whose enterprises have the most significant share of the output in the total volume of consumer goods produced. Hence, our TsKRO sectorial institutes under the methodological guidance of VNIIKS [All-Union Scientific Research Institute for the Study of Public Demand for Consumer Goods and Business Conditions] have been closely concerned with working out integrated methods for searching out, collecting, processing, and transmitting information for all levels of management engaged in the production of radio and television sets, as well as effective plans for the services to use in their study of demand. The experimental introduction of SKIPS is to begin next year, and, therefore, it is necessary to speak about what, in our opinion, might reduce the effectiveness of this system. The firm-connected stores, subordinated to industry, constitute an important link in SKIPS. They are better supplied than other enterprises in trade with technical equipment for preparing items to be sold and check their workability. All the conditions for advertising the items have also been created in them. The industry furnishes them with skilled personnel. But here the difference between the firm-connected stores and ordinary enterprises of the retail network come to an end, since the local trade organizations establish the funds and plan of commodity turnover for them on the same basis as for other stores. For example, the Orbit firm-connected store in Gor'kiy is allocated 2 "Vega-002" electrophones per year, whereas industry manufactures about 10,000 of them. This means that the role of the Gor'kiy laboratory for determining demand in checking the consumer characteristics of new items is nullified.

So that firm-connected stores may be able to fulfill the function relegated to them, it is necessary to set up a procedure such that within it the industrial ministries would have a fund of goods not under trade control, earmarked for experimental sale, and they themselves would establish a plan of commodity turnover for the firm-connected stores. The firm-connected store is not a trading point; here they check to what extent the variety and quality of the items in a given sector are in accord with the public demand. Therefore, any decrease in commodity turnover in connection with

the experimental sale of new items is compensated with profit by the constant sales of regular-production items.

Precise guidelines for regulating the production of consumer goods are expected from the commercial services of the principal ministries. And so, since they know the market, the workers in a given industry will be able to more correctly plan the output of this or that item, and, consequently, satisfy the public's needs with smaller outlays. Hence, it is also necessary to more rapidly eliminate the causes which are hindering the services from carrying out an effective market survey.

Quality Begins with Design

Moscow SOTSIALISTICHESKAYA INDUSTRIYA 3 Oct 79 p 2

[Article by A. Kostrov, VNIITE Chief Engineer, and V. Sheharenskiy, Chief of the Department of Experts]

[Text] Today it is difficult to imagine any new item on which a designer would not have worked. Artistic designing is an inherent part of the modern process of creating an industrial product. By means of creative cooperation between designers, engineers, and technologists at the stage of creating a new item success is achieved in the fullest possible embodiment in the item of the needs of the buyer, who wants to acquire a thing which is suitable, beautiful, and functionally perfect.

How should we elevate the role of the artistic design services in the industrial sectors? The decree of the CPSU Central Committee and the USSR Council of Ministers "On the Development during the Years 1976-1980 of the Production of Mass Demand Items and on Measures to Improve Their Quality" provided for the mandatory conduct of an expert appraisal of the consumer characteristics of new items in the sector and an evaluation of the aesthetic level of the quality of the most important of them in the All-Union Scientific Research Institute of Technical Aesthetics (VNIITE). Thanks to this the developers have the opportunity to take the recommendations of the specialists on technical aesthetics into account before starting to put items into regular production.

In a little over two years we have managed to improve the quality of certain consumer goods. Among them we can name the "Rossiyanka" gas range, the "Nota" group of tape recorder components, the "Al'fa" film-strip projector, the "Araliya" automatic washing machine, radio models made by the "Radio-tehnika" Riga Association. But the difficulties which have arisen in attempting to continue this series of aesthetically and technically perfect items compels us to mention substantial shortcomings in the appraisal of the consumer characteristics of items.

The procedure for conducting this appraisal, as approved by the USSR State Committee for Science and Technology, USSR Gosstandart, and the USSR Ministry

of Trade, obligate the institutes of the principal ministries to carry out an analysis of the consumer characteristics of an item at the stages of creating the mock-up and the test model. This is necessary because when the appraisal is made while regular production of the item is taking place, the elimination of defects in the item may bring about increased overhead for the enterprise, inasmuch as expensive outfitting would have to be redone. Therefore, the sectorial principal ministries even during the process of drafting plans for an item should determine how efficiently it will operate and whether or not it is suitable for circulation. But then they are also obliged to evaluate the external appearance of an item, having coordinated the aesthetic parameters with the specialists of the VNIITE [All-Union Scientific Research Institute for Technical Aesthetics]. But the trouble is that certain base organizations have a formal attitude toward the preliminary appraisal of the consumer characteristics of items or do not conduct them at all.

In front of us is a conclusion, signed by the directors of the All-Union Scientific Research and Experimental Design Institute of Electrical Appliances and Instruments of the Ministry of Machine Building for Light and Food Industry and Household Appliances. In its intent it is supposed to reflect the estimate of the consumer characteristics of the "Slavutich" range filter, but, in fact, it is simply excerpts from the technical specifications with a description of its apparatus. There is not a word about how the institute evaluates the merits of this item, what is good in it and what is bad in comparison with the best Soviet and foreign models. Is not the conclusion so meager because the article in question should not even be called essentially new?

Similar documents have also been put out by the All-Union Scientific Research Institute for Radio Reception and Acoustics imeni A. S. Popov. But the Moscow Scientific Research Television Institute, which is responsible for the technical level of television sets until very recently has not conducted any expert appraisals of the consumer characteristics of items in the planning stage.

This is why specialists of the VNIITE, proceeding to an evaluation of the aesthetic level of an item, are frequently themselves compelled to carry out the entire complex of operations, linked with an expert appraisal of an article's consumer characteristics. And, before estimating the aesthetic merits of an item, it is necessary to explain just how perfect it is in its essence. But it is not so simple to do this. The fact of the matter is that in practically no technical assignment for developing a new item is there data on the best up-to-date analogies. Hence, it is impossible to determine the technical level of an item either at the time of its development or at the time of its production.

How, for example, can we speak about the correspondence to contemporary requirements of the "Sokol-404" radio set, produced in 1978 by the Moscow Radio Engineering Plant, if the technical assignment to work out the experimental model of this item was approved in 1972?

The prolonged time periods required to assimilate test models have led to a situation wherein the aesthetic characteristics of an item, agreed upon at the stage where the mock-up was approved, become obsolete by the time that regular production is initiated. Thus, the external form of the "Rubin-Ts20" television set, proposed by developers in 1977, when this item's mock-up was approved, can no longer be satisfactory when its test model is evaluated in 1979.

If data on analogies are completely lacking in the technical assignments for developing an item, in the "Charts of the Technical Level and Quality of Production" they are represented in such a form that it is frequently impossible to determine the merits of an item. Either the analogy was selected from 5 to 7 years previously, or the year when it was put into production is not indicated, or all the indicators of the analogy's qualities are not cited. Thus, in none of the charts for television sets will you discover such extremely important indicators as size and weight of the item, nor the amount of electric power to be required. But why is this so? Precisely because it is with regard to these indicators that Soviet television sets are inferior to the best world models, and if they are cited in the "Charts of the Technical Level and Quality of Production," the item might receive a low evaluation.

Does this mean that certain principal organizations determine technical policy for sectors without having a precise idea of the production achievements in their own field of specialization? Unfortunately, this is the case.

Not so long ago one of us had occasion to take part in the work of a commission of the USSR Committee for People's Control in the All-Union Scientific Research and Experimental Design Institute for Electromechanical Production. It turned out that comprehensive, expert appraisals of the consumer characteristics of Soviet and foreign models were not, for example, being carried out in developing new vacuum cleaners at the principal Scientific Research Institute involved, and that 3 outmoded foreign models are being used as analogies.

In our view, moreover, the workers at the principal scientific research institutes must devote more attention precisely to analyzing the developmental tendencies in the production of items within the field of specialization under their control, as well as to forecasting the level of their consumer characteristics. And in designing new items more should be entrusted to the design bureaus of enterprises, evaluating their developments and providing complete evaluation of their development and giving needed recommendations. But they themselves should develop only the truly long-range models.

The solution of another problem also falls within the sphere of the principal organizations. At the present time a tendency is being more and more clearly followed for the artistic designing not of individual products but rather of ensembles of items with regard to their functional use. But it

is no secret that excellently designed individual objects may turn out not to fit in well when they are assembled together in a single complex, and the interior as a whole will not be successful. However, the coordination required to develop items which would fit together in integrated, functional units has been poorly carried out even at the level of a single department.

For example, consumers have shown an increasingly greater interest in assembling household radio sets using individual amplifier units, acoustical systems, tuners, and other items. Nevertheless, the principal organizations have been too little concerned that such a radio apparatus, developed by various enterprises, should be inter-coordinated with respect to size, external appearance, and control organs. The same could be said about gas ranges and range filters, video tape recorders and the video cameras to be used with them, and so forth. In our opinion, all these failures of coordination can be revealed and eliminated as early as the stage when the technical assignments are approved in the principal organizations.

As we see, the evaluation of the aesthetic level of new types of consumer goods allows comparisons to be made between the developments of various sectors of industry and the revelation of the attitudes of the enterprises to the results of an expert appraisal, as well as the status of coordination of the production of goods being implemented by the principal ministries and their scientific research institutes. The decree of the CPSU Central Committee and the USSR Council of Ministers "On Improving Planning and Strengthening the Influence of the Economic Mechanism on Increasing Production Efficiency and Work Quality" has underscored with new force the necessity of conducting extra-departmental, expert appraisals of the technical-economical indicators of particularly important types of output.

Service Offices Study Demand

Kiev PRAVDA UKRAINY 29 Sep 79 p 2

[Article by N. Kovganich: "What Will the Demand for Service Be?"]

[Text.] Within the system of state trade during recent years there has been a considerable expansion of the scope of operations concerned with studying the public's demand for goods. The results obtained are being utilized more and more frequently to provide the groundwork for requisitions and orders to industry, as well as for the operational management of goods supply. And this, of course, has a positive effect on meeting the public's demand and on the economic results of the enterprises' work.

At the same time the system which has taken shape for studying public demand today can no longer be considered reliable and effective. Now, when qualitative shifts have occurred in the production of consumer goods, there is a constant growth of consumer needs, and the "life" of many items is becoming shorter, the study of demand has become an urgent problem and must become a component element in the entire system of managing production and commodity circulation. But to do this, it is, first of all, necessary to improve

the organizational forms of studying demand, inasmuch as it is they which, to a considerable extent, determine the effectiveness of activating trade into production.

Now in certain markets, oblast administrations, wholesale enterprises, republican offices, and in the republic's Ministry of Trade itself special units are operating on studying demand. They were established more than 10 years ago by means of internal staff reserves, and hence the number of persons in the new service offices amounted predominantly to one or two specialists, while certain, higher-level offices had from three to five specialists. Thus it happened that in 25 oblast trade administrations there was a total of only 49 specialists for studying demand, while the administrative machinery of 12 republic-level, trade, wholesale and wholesale-retail offices (associations) had only 37 of them. It must be agreed that this is not many for the entire republic. Furthermore, at the time these units were created their functions were not clearly defined or coordinated with the general tasks of the planning and commercial service offices.

This led to diverse interpretations of the concept of the "service office for the study of trade demand," and to its identification with a special unit of one trade link or another. Such a narrow and erroneous treatment was manifested in the very organization of the study of demand and could not help but have an effect on the efficiency of operations as a whole. This situation was aggravated by the staff shortages in these service offices and by the relatively low qualitative level of the employee composition.

As a result, the service offices for the study of trade demand came to play the role of an auxiliary, support group rather than a functional unit of the administrative machinery. Such second-level positions, along with a relatively low level of prestige, did not help to retain specialists; personnel turnover here was at least 30 percent. For more than one-third of the colleagues the length of time spent in a given position does not exceed one year. Most frequently the personal employment history of a young specialist begins with a hitch in the demand section (group).

But an effective study of demand can and must be engaged in only by the most highly qualified, experienced trade specialists, those who have a good knowledge of the operational, trade and commercial aspect of trade organization as well as the planning and regulation aspect. The vocational training of only a commodity specialist or economist for studying demand is clearly insufficient these days. We need specialists with a broad spectrum of skills in knowledge of commodities and economics as well as that of the organization of trade, sociology, etc.

Every year public demand is becoming more and more dynamic, diversified, and specific. In choosing this or that item a buyer expresses definite requirements, and in a subsequent purchase of the same type of thing he presents a set of requirements which has already risen; these must be predicted ahead of time and implemented on schedule in a redesigned or basically new item.

And the more the market becomes saturated with goods, the more complex and labor-consuming the study of demand will become, the more important and necessary it will be for the planning bodies and industry to know how to guide themselves within the long-term trends of its development.

In the recently adopted decree of the CPSU Central Committee and the USSR Council of Ministers "On Improving Planning and Strengthening the Influence of the Economic Mechanism on Increasing Production Efficiency and Work Quality" it was emphasized that the volume, variety, and conditions of supplying the trade organizations with consumer goods should be made specific. Consequently, a study of the latter is an important task for today. And it is possible to count on success only if one takes a serious attitude towards the matter in hand, attracting to this painstaking and daily work not only the specialists of the various units but also the entire commercial and planning apparatus of trade.

And so in the briefest time we must review the status of the service office for the study of demand, reserving for these special units only the planning of measures for studying demand in wholesale and retail trade, the coordination and methodological support of this work, and control over the timely utilization of results in planning-commercial activity.

In a number of trade organizations, for example, the Donetskaya, Lvovskaya, Kharkovskaya Oblast Trade Administrations, the Ukrpotkhoztorg Ukrainian Republican Wholesale Office, and sections for studying demand have been strengthened and expanded, and by now they have already proved in practice that they can genuinely forecast demand in the products list required.

Study of public demand may be compared with the preparation and carrying out of sowing in agriculture. The quality of the such work, to a large extent, determines the harvest, while in trade it determines the volume of commodity turnover, the end result of all activity with respect to meeting demand.

Practice is more and more convincing that in working out requisitions for trade and orders for industry we need to have a series of well-grounded data, a profound analysis, and exact calculation, and, furthermore, that simply experience and intuition, even that of a high-level specialist, is just insufficient. Study of buyers' demand is becoming the firm condition for commercial trade activity and for a more complete satisfaction of the buyers' requirements.

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MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

MATERIAL INCENTIVES PROVIDED FOR WORKING PENSIONERS

Moscow TRUD in Russian 10 Oct 79 p3

[Article by S. Shalayev, secretary of the All-Union Central Council of Trade Unions: "Concern for Labor Veterans"]

[Text] In recent years quite a few veterans of labor have made proposals to the USSR State Committee for Labor, to social security agencies, to the All-Union Central Council of Trade Unions, and to our press regarding a widening of the possibilities for pensioners to work in the economy. With regard to the proposals of Soviet citizens the Decree of the CC CPSU and USSR Council of Ministers "On Measures to Provide Material Stimulation for Work by Pensioners in the Economy" and also the Ukaze of the Presidium of the USSR Supreme Soviet "On Introducing Pay Additions to Pensions for Work After the Attainment of Pension Age" have been adopted.

The content of these documents was described in our newspapers. The first responses are now being received by the All-Union Central Council of Trade Unions and the editors of TRUD. Working people are giving high praise to the concern of the Communist Party and Soviet government for further improving public welfare and are requesting a more detailed explanation of certain points in the Decree. This has been written about, in particular, by the metallurgist V. Kashtanov (Donetsk), the foreman N. Yevteyev (Tula), the bookkeeper V. Fedorova (Kazan'), the rayon inspector Ye. Kharitonov (Voronezhskaya Oblast), the personnel department chief V. Guzeyev, and the engineer V. Mayevskiy (Khabarovsk).

In the article published below by the secretary of the All-Union Central Council of Trade Unions S. A. Shalayev answers are given to the questions which have been received.

Year after year our system of Social Security has been increasing its role in the general improvement of the welfare of our people. In four years of the current five-year plan alone the overall expenditures in

the state Social Security budget will increase by 6.3 billion rubles, or by 24 percent. The pension age which has been established in our country (60 years for men and 55 years for women) is much lower than in the capitalist countries. Suffice it to say that in the United States and the FRG old age pensions are assigned to both men and women when they reach the age of 65. In a number of countries an even older age has been established: in Ireland -- 68 years, and in Denmark, Norway and Iceland -- 67 years.

Our readers know quite well that an even more privileged pension age has been established for the workers of many categories in our country.

At the same time, the average longevity of the country's population has increased substantially and now comes to 70 years. It is for this reason that our pensioners are "growing younger," and their numbers are steadily increasing. There are now 47 million pensioners in the country.

It is natural that under these conditions the period of active fitness for work has been increasing. And it is easy to understand someone who has already received the right to a pension, but is not yet ready to retire for a deserved rest since he is full of strength, can cope very well with his work, and can be of considerable benefit to society. In addition, society itself is interested in having its veterans remain in the ranks a bit longer.

This is why the state is creating the conditions to make it possible for pensioners to participate in social production and is interesting both economic executives and pensioners themselves in this. In particular, enterprises, shops, and sectors which have been designated to use the labor of old-age pensioners and disabled persons have been given the possibility of increasing the amount of profits which remain at the disposal of administrations to 50 percent. For disabled persons employed in specialized shops and sectors output norms are decreased, the work day is shortened, and annual paid leave is increased.

Many categories of workers who are old-age pensioners are given the possibility of receiving their pensions in the amount of 100 or 50 percent, and in the areas of the Urals, Siberia, and the Far East of 75 percent (if the pension together with earnings does not exceed 300 rubles a month) or in full without regard to earnings.

The new measures which are stipulated by the Decree of the CC CPSU and USSR Council of Ministers and the Ukaze of the Presidium of the USSR Supreme Soviet and which will go into effect on 1 January 1980 have the task of promoting a fuller use of the possibilities for attracting pensioners to work. It is essential to note that the above Decree retains

the existing procedure for paying pensions to those categories of workers which at the present time enjoy them. At the same time, additional measures are provided for stimulating the work of pensioners. There has been a widening of the list of categories of workers which have the right to work while receiving, in addition to their wages, 100, 75, and 50 percent of their old-age pensions, if the total amount of the earnings and the pension does not exceed 300 rubles a month. Such benefits have been granted in addition to workers employed in accounting offices and in control and auditing work in the control and auditing subdivisions of enterprises, institutions, and organizations. During the period of their work they will receive 50 percent of their pensions, while in the areas of the Urals, Siberia, and the Far East they will receive 75 percent. A similar benefit will be granted to engineering and technical workers in organizations which operate irrigation and drainage systems, water reservoirs, canals, hydro-engineering complexes, pumping stations, and other water resources installations; to the chief custodians and custodians of archives, to textologists, paleographers, and archivists of the Central State Archives of the USSR; and to workers employed in making expert appraisals of plans and estimates for the construction (reconstruction) of enterprises, buildings, and structures. The right to the full retention of their pensions during the period of their work will also be held by pensioner doctors on medical disability commissions who at the present time receive only half of their pensions.

The Decree also reinforces the existing procedure for paying 100 percent of their pensions, regardless of the amount of their earnings, to a number of categories of workers whose pensions are assigned to them in accordance with list number one. This procedure has been retained for those who are employed in underground work at all coal and slate mines presently in operation or under construction; for workers at ferrous metallurgy enterprises who are employed in underground work, in sintering and enrichment, and in metallurgical, coke, pitch and coke, and thermal antracite production; for workers at nonferrous metallurgy enterprises who are employed in underground work, in sintering and enrichment, and in the metallurgical production; and for workers of organizations which construct ferrous and nonferrous metallurgy mines who are employed in underground work, and also for workers employed in underground work in the construction of subways.

The Decree also provides for other new measures of material stimulation for the work of veterans. Beginning with 1 January 1980 the possibility of additions to pensions will be provided for workers (junior service personnel), foremen, and team leaders in cropping and animal husbandry on state agricultural enterprises. The amount of the addition has been set at 10 rubles for every year which is worked after the pension age has

been reached. The total amount of the addition must not exceed 40 rubles, and the total of the pension and the addition -- 150 rubles. The right to a pension addition can be utilized by a working pensioner at his desire. He has the right either to receive both his wages and his pension (within the limit of 300 rubles), or only his wages; in the later case he will receive an addition to his assigned pension for each year of work. This measure will be effective both for skilled workers in the sphere of material production and for junior service personnel.

Another important measure which is provided for by the Decree is the establishment of pension payment benefits for those workers who after the attainment of their pension age continue to work as employees. According to the legislation presently in effect, with earnings of 100 rubles these workers receive only a part of their pensions (15 rubles a month), while with higher earnings they do not receive pensions at all. Beginning with 1 January of next year employees will be able to work and receive pensions on the condition that the total of their earnings and pensions do not exceed 150 rubles a month, if they do not have the right to receive pensions on more privileged terms.

This new measure will make it possible to attract a larger number of pensioners into work and will help to decrease the "shortage" of technicians and employees and to make experienced older workers permanent in these jobs so as to ensure a larger flow of young people into the sphere of production and domestic services. It will also help to attract pensioners to work with an incomplete work day.

The CC CPSU and USSR Council of Ministers have again shown special concern for the disabled veterans of the Great Patriotic War. Beginning with next year their pensions will be paid to them in full on the condition that together with their earnings they do not exceed 300 rubles a month. This benefit is being applied to disabled veterans regardless of where they will be working and in what capacity.

The Decree also establishes that pensioners who will be working part-time will enjoy their benefits and advantages on an equal basis with workers and employees who are employed a full work-day or a full work-week. Beginning with 1980 the directors of enterprises and organizations in the sphere of material production and in services for the population are also permitted, in agreement with trade union committees, to grant old-age pensioners, at their desire, pay without leave for a period of up to two months.

In view of the fact that there are still shortcomings in the work to attract pensioners to socially useful labor and that certain economic executives underestimate the social and economic importance of the work

of labor veterans and their positive influence on the education of young workers, the CC CPSU and USSR Council of Ministers have bound the councils of ministers of the Union Republics, ministries, and USSR State Committees and departments to adopt additional measures aimed at a wider enlistment of pensioners in work in the economy, in particular, part-time work, especially in the production sphere and also at trade enterprises and other public service enterprises and organizations.

Trade union organizations should carry out wide explanatory work on the Decree of the CC CPSU and USSR Council of Ministers and, along with administrations, discovery all those people desiring to continue their work after reaching pension age and show concern for creating the necessary conditions for them so that every veteran feels the solicitude of his collective, his involvement in his labor and creative work, and his usefulness in our enormous national constructive work.

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MANPOWER; LABOR, EDUCATION, DEMOGRAPHY

DECREE ON VETERAN AND PENSIONER BENEFITS ADOPTED

Moscow IZVESTIYA in Russian 13 Oct 79 p 2

[Decree: "Veteran Benefits"]

[Text] The Council of Ministers has adopted a decree:

On freeing participants of the Great Patriotic War from the payment of interest on loans by Gosbank USSR and Stroybank USSR which were issued for the construction of residential cooperative houses and on halting the collection from these persons of interest on loans which were previously issued for this purpose whose repayment date has not occurred at the publication of this decree;

on granting pensioners who are members of gardening associations (cooperatives) Gosbank USSR credit for the construction of garden buildings and for the improvement of garden plots in keeping with the terms which are provided for workers and employees who are members of such associations (cooperatives).

2959
CSO; 1823

TRANSPORTATION

RAIL TRANSPORT PROBLEMS CITED

Moscow GUDOK in Russian 26 Oct 75 p 2

/Article: "In the Committees of the People's Control"/

/Text/ Yaroslavl'. At the Yaroslavl' Lakokraska Association effective steps are not being taken to shorten the layovers of cars for loading operations. This year at the enterprise the average layover of a tank car was 17 hours with a standard of 2.3 hours, for which the association paid a fine in the amount of 67,500 rubles.

For the gross violation of state discipline, which consisted in the unsatisfactory use of railroad cars, and in partial reimbursement of the harm caused to the state by regular and above-standard delays of cars for loading operations, Director of the Lakokraska Association Comrade Bobrov and Chief Engineer Comrade Komarov of the same association were severely reprimanded by the oblast committee of the People's Control and the deficiency was reclaimed from them.

Kirov. The layovers of railroad cars are high at the enterprises of the oblast administration of grain products and especially at the Kirov Combine of Grain Products. Thus, at the combine with a standard of 5.3 hours the cars are laid over for 15.6 hours, which is 5.6 hours higher than the level of last year. As a result 2,200 cars were lost for shipments. The executives of the oblast administration are delaying the mechanization of the unloading of raw materials for mixed fodder production.

The Kirovskaya Oblast Committee of the People's Control reprimanded Comrade Shotten, deputy chief of the oblast production association of grain products, and Comrade Salangin, chief of the transportation department of the oblast administration of grain products. The deficit was also reclaimed from Comrade Salangin.

Nikolayev. The hauling of cargo from Nikolayev Station has sharply worsened in recent times. Considerable surpluses of unshipped cargo have been allowed at the loading and unloading platforms and in the warehouses of the station, and as a result of this there is idle time while waiting for the unloading of a large amount of covered rolling stock. Thus, the car with

mineral water, which arrived at the Central Food Trade Organization (Comrade Prokof'yeva, deputy director), was laid over for 16 days in anticipation of unloading.

The construction section of the Odessa Montazhkhimzashchita Specialized Administration No 245 (Comrade Chernysh, chief of the section) for a long time did not ship 95 tons of diverse cargo and a car of bricks.

The Nikolayevskaya Oblast Committee of the People's Control reprimanded Comrades Prokof'yeva and Chernysh.

Gomel'. Defects were detected on eight cars, which had undergone depot repair and were randomly checked at the Gomel' and Zhlobin car depots, and some of them threatened traffic safety. Taking advantage of the lack of monitoring on the part of the managers of the depot and the department of roads, the maintenance centers are not repairing a considerable portion of the cars on trains. The minor repair and maintenance of uncoupled cars are not being fully carried out. The faulty practice of selecting cars for small-scale repair has taken root at the depot, and cars with considerable defects after long layovers in anticipation of repair are driven to other depots. These cases are not being considered by anyone; the guilty parties are not called to account.

Due to the poor quality inspection and repair of cars a considerable number of technically defective cars are being delivered to the sidings of enterprises.

Above-standard layovers for the repair of defective cars are regularly allowed. At the Gomel Car Depot they have increased and are 2.5-fold higher than the standard. As a result the losses were in excess of 10,000 cars.

The Gomel'skaya Oblast Committee of the People's Control severely reprimanded Comrade Zolotukhin, chief of the Gomel' Car Depot, and reprimanded Comrade Artamonov, chief of the Zhlobin Car Depot. The monetary deficits were also reclaimed from them.

Khabarovsk. The instructions of the party and the government on the economical consumption of fuel are being implemented unsatisfactorily at the Khabarovsk Engine Depot. The organization of the training of drivers in the techniques of the economical driving of trains has not been put in order here. Due to the low quality of repair and poor maintenance of engines in operation many engine brigades burn too much diesel fuel.

For the purposes of creating apparent prosperity the managers of the depot are cheating the government. With actual overconsumptions of diesel fuel they are showing a saving in the government reports. In this case material harm in excess of 120,000 rubles has been done to the state.

The kray committee of the People's Control severely reprimanded Comrade Konovalov, chief of the Khabarovsk Engine Depot, and Comrade Prikhod'ko, chief engineer of the depot. The monetary deficit was also reclaimed from Comrade Konovalov.

TRANSPORTATION

AUTOMATED CONTROL SYSTEM ON BAM DISCUSSED

Moscow GUDOK in Russian 12 Nov 79 p 2

[Article by V. Orlov, chief engineer for the Directorate, and A. Kvichastyy, head of the Directorate Computer Center: "Automated Control System on the BAM"]

[Text] The Baykal-Amur Mainline is already approximately 1,000 kilometers of steel track; it is coal from Southern Yakutiya, the multistoried Tynda, and the newest technical equipment for railroad line management. Nor has computer equipment been neglected on BAM.

In 1977 a laboratory for computer equipment was created with two small "MAIRIK" computers within the Directorate for BAM Construction. With its help registration and testing of the equipment on the line was carried out as well as automating a system for verifying document completion and control of the fulfillment of the schedule for processing planning materials.

The Directorate Computer Center was organized in May of this year after the establishment of an equipment foundation based on a third-generation computer of the ES-1022 (unified system) series and after the corresponding technical training.

In July the technical economic council considered the plan of engineering problems for the creation of an automated control system for the BAM (first order of priority). We consider the introduction of an ASU during the period of line construction to be timely. By the time the Baykal-Amur Mainline is organized, the computer center will prepare the mathematical and data store and will form the equipment base. Even the preparation for the formation of the ASU (analysis of the existing control system, formalization of specific production functions, and arranging normative and operational and statistical data) will yield a significant effect. According to preliminary calculations the pay-off period for the ASU-BAM will be three to four years.

The ASU-BAM, in contrast to those in operation on other lines, will fulfill two basic tasks: namely, construction control and utilization of the operational portions of the line.

It is well known that at the present time the technical planning and design bureau of ASUZhT (Automated System for Controlling Rail Transportation), the Main Computer Center of the Ministry of Railways and the railroad computer centers are still in the process of creating the mathematical and data store for third-generation computers, and therefore the choice of tasks for their use in the construction and utilization of BAM was not great. During 1979-1980 the Directorate Computer Center must introduce a program and carry out the technical preparation for formation of the operational data concerning the status of work at the construction sites, must implement quality control of construction and assembly work, resource management, and analysis of the circulation and productivity of the cars, and must automate the reporting of cars on sidings.

The Computer Center has already put into practice an analysis of the circulation and productivity of the cars which has permitted a significant improvement in the operational control of the fulfillment of the utilization indicators on the operational portions of the line. The accumulation and processing of operational data concerning the work status of construction sites is continuing.

However, we have our own difficulties and problems. Our center is unique and is the most distant from the Ministry of Railways. This results in specific costs in computer use, in the selection of specialists, and in the search for critical replacement parts and materials.

Moreover, the Center is located in a building of the Directorate for BAM Construction and its production facilities do not entirely satisfy the needs. It is rather crowded. It is necessary to specially construct a center for the automated processing of railroad data. At the present time we have one ES-1022 computer and two "MAIRI-K" computers on our premises. In the near future the volume of construction and railroad utilization will grow sharply, therefore it is already time to consider a second machine.

A third problem is data communications. At the present it is completely lacking. The Directorate has requested the Main Administration of Signals and Communications and the Main Economic Planning Administration of the Ministry of Railways to include a draft in next year's plan for a "Data-Transmission Network for the RR Computer Center of the BAM."

During the first years of ASU formation the telegraph data communications of the BAM Computer Center with line enterprises must be accomplished on the communications lines of the Vostochno-Sibirskaia, the Zabaykal'skaya, and the Dal'nevostochnaya Railroads. For this reason the schedule for increasing the railroad's telegraph channels was agreed upon by the corresponding services, the Main Administration for Signals and Communications, and the Main Administration for Computer Equipment. However, the TsSH (Expansion unknown) of the Ministry of Railways did not provide for the delivery to the railroads of the tonal telegraph apparatus TT-12 (48) and replaced it with the P-318 everywhere. The communications centers of the Petrovskiy

plant, Chita, Mogocha, Skovorodino, Obluch'e, Tyrma, and Tynda are required to share channels. A great deal depends on the installation of the main cable in the Bam-Tynda section. By the end of 1979 telegraph communications from Tynda will be extremely necessary with the stations of Urgal, Bam, Chita and the main computer center of the Ministry of Railways, and the TI-12 units will be required. All these problems must be solved without delay.

11,220
CSO: 1823

TRANSPORTATION

HARVEST RAIL HAULING DELAYS REPORTED

Lag in Transporting Grain

Moscow GUDOK in Russian 20 Sept 79 p 1

[Article by G. Tkachev: "By a Stalled Conveyer"]

[Text] Last fall considerable friction developed between the Perm' railroaders and the local grain procurement people. Complaints were voiced in both directions and developed following the pattern of "Take a look at yourself first." This was reported at the time in investigative material prepared by GUDOK correspondents and the Permskaya Oblast newspaper ZVEZDA.

September has rolled around once again. What has changed? The accents of the complaints have shifted somewhat. The grain procurement people do not have any particular complaints against the railroaders. A. V. Kalinin, chief of the Permskaya Oblast Grain Products Administration, is fairly objective and self-critical: "The department prepared well for the harvest season; we are being supplied railcars with no delays. But we ourselves are falling behind; things are going poorly. We were more than 2,000 tons of grain below target in the first half of September alone...."

This falling behind schedule has a long history, as is attested by figures. Nine years ago the average freight car idle time at enterprises of the oblast grain products administration exceeded the standard figure by an hour and a half, while subsequently this figure has substantially increased. In 1978 idle time was 9.4 hours, while according to figures for the first half of this year it has reached 12.3 hours, three times the standard amount.

Here are the facts. Eighteen freight cars loaded with grain, arriving at Tulumbasy Station, took more than a week to unload. A quite intolerable situation as regards loading and unloading operations has developed at the Krasnokamsk Feed Mix Plant, at the Bakharevskiy grain elevator, and at other enterprises subordinate to the grain products administration.

And the flow of grain is increasing. The Kama River region has grown a good crop of wheat, rye, and barley. The peak of the season is upon us.

This critical situation is causing the railroaders concern: things must be squared away as quickly as possible at the procurement enterprises, for freight car idle time does not just happen. It is a consequence of poor production and labor discipline, a lack of reliable means of mechanization, high labor turnover and shortage of skilled personnel.

And the correspondence begins.... It has become particularly lively this year in connection with the deterioration of work performance. Management in the Perm' division write to the grain products administration asking them just what is going on and whether corrective measures cannot be taken. The administration officials write back that they are correct: something must be done, since the situation is being fouled up. And the procurement people do not restrict their replies to brief responses; each reply is highly detailed -- containing graphs, meticulous calculations and detailed enumeration of their errors of omission. But things are not improving and these errors are not being corrected. Freight car idle time is increasing.

Going beyond the local level, the Perm' railroaders are beginning to appeal to the RSFSR Ministry of Procurements. In a letter addressed to Deputy Minister R. I. Shklyudov, Perm' division chief T. M. Shneyder urgently requested assistance in putting an end to the excessively long freight car idle time. Attached to the letter was an analysis of freight car utilization on 11 sidings at enterprises of the oblast grain products administration. The letter evoked no reply. Nor did the ministry respond to a follow-up inquiry from department officials, sent in mid-August of this year.

"As a result everything is as before, and if there have been changes they are insignificant," stated Yu. A. Nikolayev, deputy chief of freight operations of the Perm' division. "On the whole the situation is not changing. The mass grain hauls have now begun, but where are the additional un-loading operations? Where is the equipment?"

Inefficient siting of production facilities is appreciably holding back the capabilities of the grain products administration. The Perm' Milling Plant alone can unload as many as 30 cars per day, while the other enterprises can handle six or less. And the situation is not improving at the present time....

This report was ready to go to press when S. F. Zhuravlev, senior engineer of freight operations of the Perm' division, phoned the GUDOK correspondent to report the numbers of two "jubilee" cars: Nos 2465275 and 2298435. They have been standing for 2 months now on the Bakharevskiy grain elevator siding, waiting to be unloaded! A pitiful record indeed.

Grain Elevator Delays Delivery of Railroad Cars

Moscow GUDOK in Russian 18 Sept 79 p 2

[Article by V. Pronenko: "Hold Them Answerable for Car Idle Time!"]

[Text] Freight cars stood idle for a long period of time on sidings at the affiliate of the Kiev Krasnyy Ekskavator Plant. This caused considerable financial loss and created difficulties in meeting the freight hauling target.

The reason for these delays was determined by the Kiyevskaya Oblast Transport Procurator's Office. It seems that the freight handler crews were undermanned, inadequately supplied with the requisite tools and special clothing, and the hoist equipment had not been repaired in a prompt manner. Due to poor lighting on the industrial sidings, the loading dock crews were working only one shift.

As a result, in a period of five months a total of 865 freight cars were held for loading and unloading operations beyond the standard amount of time, for which the enterprise paid the Southwestern Railroad more than 11,000 rubles in penalties.

A good part of the blame for this goes to the deputy chief of the enterprise affiliate, P. Mazanov, who is responsible for the operations of the supply and marketing divisions and the transport shop.

He was also tried and found guilty of a negligent attitude toward his duties by the Borodyanskiy Rayon People's Court of Kiyevskaya Oblast. The court sentenced Mazanov to a suspended one-year prison sentence and required partial financial restitution of the loss caused to the state.

Shortage of Railroad Cars for Use in Delivery of Grain

Moscow GUDOK in Russian 18 Sept 79 p 1

[Article by S. Kasatyy: "The Aroma of Grain"]

[Text] We found Ozinki yardmaster N. N. Sazhnev at the grain elevator. He was taking an inspection tour of the loading stations together with elevator manager I. P. Sementsov.

"Things are moving along well, but we are a bit short of cars," complained the elevator manager.

"I told you that I would get you cars," the railroader calmly replied. "They promised to ready about half a dozen cars. I am sure they will not let us down: they came through last year more than once...."

We could hear the rustling of grain passing through the elevator chutes and the humming of the electric motors powering the conveyers and bucket chains. The air was filled with the smell of grain -- the aroma of the harvest.

The elevator had already taken delivery of more than 40,000 tons of grain from the farms of Ozinskiy Rayon — excellent barley and hard wheat. The rayon would definitely meet the target, and this was a good performance for a drought year.

Yardmaster Nikolay Nikiforovich Sazhnev has experienced many harvests — he has lived and worked here for 33 years. But this old-timer agrees that the grain did not come easy this year. For this reason it is more precious. Nikolay Nikiforovich teaches the entire work force to treat the grain with care.

...Today, as the manager reported, they are short of boxcars. The Ozinki people find a solution: the traffic people keep tabs on each and every boxcar long before local freight arrives at the section yard, swiftly move cars to the various destinations, arrange for fast unloading, and then immediately pick up the empty and send it to the wash rack....

The local car washing station is not a permanent facility; it was never officially established, nor did anyone order it to be set up: on the Yershov division there are permanent washdown facilities in Yershov, Pugachevsk, and Krasnyy Kut. But the grain will not wait, and they are short of boxcars. Even if there are cars available in Yershov, it would take hours to move them the 120 kilometers to Ozinki. Therefore technical servicing station foreman T. A. Ryabov, the inspectors and mechanics manager to find extra time and set up a freight car washing station at the section yard area where relief locomotives and train crews change, where there is plenty of work to do anyway. They set up a centrifugal pump and erected a service rack.... In short, they solved the problem of readying boxcars locally. All local empties are readied for grain service.

They have also set up an operation to perform minor repairs on empties. Shop mechanic N. A. Glazkov and his comrades collected a lathe and wood-working equipment, tools and materials....

This is why the yardmaster assured the elevator manager that the cars would come through.

Grain-loaded freight cars depart from Ozinki. They are brought to the freight yard immediately after being loaded at the elevator. Train marshaller N. I. Rodionov carefully inspects to make sure that the cars are in good order, with no leaks. Car loading supervisor S. G. Babushkina sees to it that every boxcar is loaded with 1.2-1.5 tons of grain above standard. Freight cashiers K. A. Vlasova and T. I. Gorkina prepare the waybill in advance, and inspector V. N. Sharapov guarantees that the cars will move without delay to Ural'sk, Krasnyy Kut, and Anisovka. And there does not occur a single operations delay or a single failure to deliver cars to the grain procurement people on request.

...Ozinki is permeated with the aroma of grain. An emotion-stirring aroma, loved by both farmers and railroaders.

Shortage of Railroad Cars Causes Potatoes to Rot

Minsk SOVETSKAYA BELORUSSIYA in Russian 4 Oct 79 p 1

[Article: "When There Is No Interaction"]

[Text] Progress reports issued by the Belorussian Railroad Administration state that 300,000 tons more potatoes than last year have been shipped out. A record level has been achieved--22,000 tons of potatoes dispatched in a single day.

At the same time there are alarming reports that thousands of tons of potatoes have collected in track-adjacent loading areas.

"The railroad people are failing to fill our freight car orders," lament the people at Belkoopsoyuz. There is indeed a shortage of cars. Some days the difference between "need" and "have available" runs as high as 1,000 boxcars. This is the railroad's largest car shortage in a long time.

At the same time analysis indicates that this situation is frequently brought about by poorly-conceived planning and lack of coordination between partners. For example, on 27 September Belkoopsoyuz ordered 813 cars, and the railroads delivered 549. Thirty-three of these cars, however, stood idle on the tracks overnight. During the first 26 days in September a total of 492 cars experienced loading delays.

What is the significance of this figure? Standard time to load a boxcar with potatoes runs from 2 to 3.5 hours. But at the Vitebsk yard cars were standing idle for loading 48 hours. This figure has been running from 10 to 40 hours at Farinovo and Osinovka, Rudensk and Ivatsevichi, Pinsk and Klimovich, Oshmyany and Baranovichi, Shumilino and Brest-Vostochnyy yards.

Yel'sk Station, which ships out potatoes from Yel'skiy Rayon, has become the railroad's "hot spot." In recent days from three to four cars have been standing idle there. Loaded cars stand idle for long periods of time because the people at the rayon procurement office have failed promptly to prepare waybills and potato specifications. We should add that the rayon procurement office, which is managed by Comrade Dadatskiy, has been operating poorly in past years as well. In place of speeding up shipping operations, they like to employ the excuses of "objective" causes.

Considerable potential hauling capacity is also being lost due to partial car loading. For example, on 27 September each car on the Brest Division was carrying an average of 53.1 tons of potatoes, on the Minsk division -- 47.4, and on the Mogilev -- 49. The difference ranges from 4 to 6 tons. It is no difficult matter to calculate how many extra cars were needed.

The problem of crop unit hauling has also not been resolved everywhere. Planning is still poorly organized, and there is lacking proper coordination with the shippers. This applies first and foremost to the officials of the Minsk and Mogilev divisions and the oblast unions of consumer cooperatives. Dozens of cars leave here as "singles," standing idle at many yards, where they are made up into consists and again cut out, with the expenditure of valuable time and money.

Recently the railroad and procurement people were assigned an additional target pertaining to shipping potatoes to this country's industrial centers. The railroads' freight yards were supposed to send out 600 cars daily. This meant an even more acute need for efficient utilization of rolling stock and all carloading capability. There is one way to achieve this -- close interaction by all organizations involved, thorough planning, precise information, and coordination.

Railroad Cars Not Delivered

Minsk SOVETSKAYA BELORUSSIYA in Russian 5 Oct 79 p 3

[Article by O. Kolenda, deputy chairman of the Rogachevskiy Rayon Executive Committee: "Railroaders Letting Down"]

This year our rayon [Rogachevskiy] has produced a fine crop of root crops. The harvest is in full swing. We have proceeded to the additional target pertaining to delivery of "second group" to the nation's stocks. Unfortunately this work has stalled. The Mogilev division of the Belorussian Railroad is doing a poor job in sending freight cars to our shipping stations. Not a single car was delivered, for example, on 2 October. They are forced to dump potatoes right onto the ground, which damages the tubers and causes trucks to stand around idle. Large quantities of potatoes are presently piled at this station; they must be protected from frost damage. We have enough equipment to load potatoes directly from truck to freight car. But this equipment is standing idle; and yet the manual labor of city people who have come to assist us is being used to the utmost extent in many intermediate processes.

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CSO: 1823

TRANSPORTATION

RESOLUTION ON IMPROVEMENTS IN HIGHWAY SERVICES TO USERS

Moscow SOBRANIYE POSTANOVLENIY PRAVITEL 'STVA ROSSIYSKOY SOVETSKOY FEDERATIVNOY SOTSIALISTICHESKOY RESPUBLIKI in Russian No 8, 1979 pp 311-316

[Resolution of the RSFSR Council of Ministers, issued 13 Jul 79, No 366: "Concerning Measures for the Further Improvement in Service to Drivers, Passengers, and Tourists on the General Use Highways of the RSFSR"]

[Text] The RSFSR Council of Ministers notes that in recent years only minor efforts have been made on the republic's highways to construct enterprises and projects for services; namely, hotels, camping sites, motels, enterprises for trade and public dining, and repair and refuelling stations.

At the same time the RSFSR Ministry of Highways, the RSFSR Ministry of Highway Transport, the RSFSR Ministry of Trade, the RSFSR Goskonnefteprodukt (State Committee for the Supply of Petroleum Products), the Administration for Foreign Tourism of the RSFSR Council of Ministers, and the RSFSR Union of Consumers' Societies are not providing for comprehensive services for traveling citizens and are carrying out the planning and construction of service enterprises and projects on the highways according to uncoordinated plans. Scientifically based standards for their locations in toto have not been worked out.

The conditions for normal dining and rest for drivers and passengers have not been created on a number of highways in the RSFSR, including the roads with high freight traffic density Moscow to Minsk, Moscow to Khar'kov, Moscow to Kuybyshev to Ufa to Chelyabinsk, and Moscow to Yaroslavl' to Kostroma. The existing roadside trade and public dining enterprises, the refuelling stations, and the service stations do not function satisfactorily. The construction of such enterprises as well as hotels, motels, and camping sites is continuing very slowly and in insufficient quantities.

For the purpose of further improvements in service to drivers, passengers, and tourists on general use highways and for coordination of efforts in planning and construction of service enterprises and projects the RSFSR Council of Ministers resolves:

1. To acknowledge as essential the development of general plans for the locations of service enterprises and projects on the existing main highways of general state and republic importance.

To charge the RSFSR Ministry of Highways in cooperation with the RSFSR Ministry of Highway Transport, the RSFSR Ministry of Trade, the RSFSR Goskonnefteprodukt, the Administration for Foreign Tourism of the RSFSR Council of Ministers, the RSFSR Union of Consumers' Societies, the Councils of Ministers of the autonomous republics, the krayispolkoms and the oblispolkoms, through their proportionate participation, with the functions of general design in the development of the master plans for the locations of service enterprises and projects on the main highways with general state and republic importance.

The indicated plans, which have been coordinated with the Gosplan RSFSR and the RSFSR Gosstroy, and in the camping site construction portion with the Central Council for Tourism and Excursions of the All-Union Central Trade Council, are to be presented to the RSFSR Council of Ministers for Approval.

2. In 1979 Gosstroy with the participation of interested RSFSR ministries and departments will prepare and present to USSR Gosstroy proposals concerning the development of standards for the planning and construction on highways of enterprises for public dining and trade stalls, bus terminals, passenger and truck gasoline stations, traffic ~~and~~ ^{and} points, restroom as well as standard designs for the various buildings and structures for the prescribed purposes.

3. The RSFSR Ministry of Highways will: develop and present to the RSFSR Council of Ministers for approval during 1980-1982 master plans for the location of service enterprises and projects on major state highway routes in accordance with appendix No. 1; and, in planning the construction and reconstruction of individual sections of highways, will make provision among the projects for the building of service enterprises and projects in accordance with approved master plans.

4. The RSFSR ministries and departments, the Councils of Ministers of the autonomous republics, the krayispolkoms and the oblispolkoms are required to provide for the planning and construction on the highways of the service enterprises and projects specified in the master plans for the locations of these enterprises and projects in accordance with appendix No. 2. The construction of the indicated enterprises and projects in an area where portions of highways are being built or rebuilt is to take place simultaneously with the construction or reconstruction of these portions through the use of state capital investments earmarked by them for these purposes.

5. During 1979-1980 the RSFSR Ministry of Health in coordination with the RSFSR Ministry of Highways and Main Administration for State Motor Vehicle Inspection of the USSR Ministry of Internal Affairs will establish a list of medical establishments which are closest to the main major state and republic highways and will require these institutions to offer medical assistance to those injured in highway accidents.

6. The RSFSR Ministry of Highways in conjunction with the RSFSR Ministry of Health shall: provide training for the workers of the highway operations service who make up the highway brigade-patrol, for providing first aid to those injured in highway accidents, and supply the highway patrol service's special vehicles with stretchers, a variety of bandage materials, and medications necessary for providing first aid and prohibit sending these vehicles out on the line without the indicated equipment.

7. The RSFSR Ministry of Highways, the RSFSR Ministry of Domestic and Municipal Services, the Administration for Foreign Tourism of the RSFSR Council of Ministers, and the All-Russian Public-Service Society of Automobile Enthusiasts in cooperation with the RSFSR State Committee for Publishing, Printing, and the Book Trade and other interested organizations shall undertake additional measures to improve the information concerning traffic conditions on the highways and city streets, including the publication of charts, travel guides, and other printed matter with descriptions of the roads, the locations of service enterprises and projects, and schedules of distances.

8. The RSFSR Ministry of Highway Transport, the RSFSR Ministry of Trade, the RSFSR Ministry of Highways, the RSFSR Goskonnefteprodukt, the Administration for Foreign Tourism of the RSFSR Council of Ministers, the RSFSR Union of Consumers' Societies, the All-Russian Public-Service Society of Automobile Enthusiasts, the Councils of Ministers of the autonomous republics, the krayispolkoms, and the obispolkoms shall examine the problem of the progress of construction of new and the operations of existing service enterprises and projects on the highways and shall undertake additional measures to hasten their construction, improve their organization, and expand their offered services.

9. The RSFSR Ministry of Highway Transport, the RSFSR Ministry of Trade, the RSFSR Goskonnefteprodukt, the Administration for Foreign Tourism of the RSFSR Council of Ministers, and the RSFSR Union of Consumers' Societies shall report yearly by the first of March to the RSFSR Ministry of Highways on the progress of the construction on the highways of service enterprises and projects. The RSFSR Ministry of Highways shall summarize this material and report to the RSFSR Council of Ministers by the 15th of March.

Deputy Chairman of the RSFSR Council of Ministers, V. Orlov

Administrator of the RSFSR Council of Ministers, I. Smirnov

Appendix No. 1 to the decree of the RSFSR Council of Ministers, issued 13 Jul 79, No. 366

List of major state routes on which master plans for the location of service enterprises and projects are being developed.

Name of the route	Time of presentation to the RSFSR Council of Ministers (year)
Moscow to Minsk (within RSFSR borders)	1980
Moscow to Leningrad to Vyborg to the State border	1980
Moscow to Khar'khov (within RSFSR borders)	1980
Moscow to Kuybyshev to Ufa to Chelyabinsk	1980
Moscow to Yaroslavl' to Kostroma to Ivanovo to Suzdal'	1981
Moscow to Gor'kiy to Kazan' (with access to the city of Suzdal')	1981
Moscow-Voronezh to Rostov-na-Donu	1981
Moscow to Volgograd to Astrakhan'	1981
Moscow to Kaluga to Bryansk to Kiev (within RSFSR borders)	1982
Highways to Krasnodar to Goryachiy Klyuch	
Highways to Sochi	1982
Highways to Novorossiysk to Dzhuba	1982
Highways (within RSFSR borders)	1982
Highways to Baku (within RSFSR with approaches	1982

Appendix No. 2 to the decree of the RSFSR Council of Ministers, issued 13 Jul 79, No. 366

List of service enterprises and projects on highways as stipulated by the master plans for the location of these enterprises and projects, the design and construction of which are provided by the RSFSR ministries and departments, by the Councils of Ministers of the autonomous republics, and by the krayispolkoms and obispolkoms.

Name of the enterprises and projects	Responsible for design and construction
Approaches to the complexes of service enterprises, correct organization of the areas of the service enterprise complexes, rest areas, bus stops, individual public restrooms	RSFSR Ministry of Highways
Bus terminals, passenger and freight vehicle parking areas, traffic control points, transport-dispatching enterprises, and service stations for privately owned vehicles	RSFSR Ministry of Highway Transport

Enterprises for public dining and
trade

RSFSR Ministry of Trade,
RSFSR Union of Consumers'
Societies, corresponding
Councils of Ministers of
the autonomous republics,
krayispolkoms, and oblis-
polkoms

Refuelling stations

RSFSR Goskonnefteprodukt

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TRANSPORTATION

ENVIRONMENTAL CONCERN ALONG BAM ROUTE STRESSED

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 19 Oct 79 p 5

[Text] At the end of July the express train between Moscow and Tynda began regular service. A week later, movement for workmen was opened up on the sector Urgal-Kommunol'sk-na-Amur. Trains are also going from Tynda to Urgal. Already motor vehicles and helicopters are no longer necessary to deliver materials and technology to the construction sites; it can be done by the trainload.

The Baikal-Amur Mainline (BAM) is being built, but BAM also is already working. ~~Now~~ the development of the route is just beginning, and there is ~~still~~ things to do here. Not without purpose do dozens of ministries, many institutes, plants, factories work on the problems posed by the construction project of the century. Among them one of the most important problems is BAM and nature.

On the banks of the Amur and Angun', the Lena and Olekma, archeologists for more than a year have been studying the rock drawings of artists from the remote past. Hunters, wild beasts, and fish are the chief motifs found in the Far Eastern caverns of "the cave painters". The taiga has given food and drink to man for centuries. But among the aborigines of Siberia and the cossacks who traversed the land, looking for the way to the ocean, unwritten rules about the use of nature in the taiga always existed: "A pot is the measure". Don't take from the taiga more than you need. You know, the taiga, too, has its limit! Nature is indifferent to who and what takes from her. It reacts to something different: How this is done.

This subject has become very fashionable—people talk and write a great deal about it, scold and exhort the careless masters, complain about the excessive humaneness of our laws on the exploitation of nature, threaten with apocalyptic pictures of what awaits us tomorrow, but try to go into the sources of people's wasteful attitude toward wealth of the taiga.

The unsteadiness of wild, living nature is what is most characteristic of the BAM route. Also, not all know that the taiga here is above all a unique factory of oxygen, a gigantic filter which supplies fresh air not only to the territory of our country, but also to the entire Northern Hemisphere.

Specialists with whom I had the occasion to meet on BAM, believe that in many sectors of the route the consequences of disturbing the eternal frost may prove to be in general irreversible—high flood and avalanche processes will begin to develop, the meadows will give way to swamps and thermokarst craters. The taiga virgin land here, as nowhere else, is unstable and easily injured. If a cross-country vehicle or simply a machine goes through the goose-foots or meadow, the grass cover in the tracks of the caterpillars will be restored only after 20 to 30 years. The taiga rivers are also vulnerable. The temperature of the water in them is lower than the usual temperature, and the mineralization is low. For this reason all of them have a self-cleaning capacity which is 10 times less than, let us say, the Volga, Don or Dnieper.

And the animal and vegetable world? Seventeen kinds of birds and beasts living in the BAM zone demand special attention: They have been entered in the "Red Book". The fish are plentiful, but even more plentiful are those who catch them, quite often in poacher fashion. Indeed, the white crane, whom the Japanese call "Tsuru"—birds of good fortune and prosperity—now remains only on the Amur. Or the Okhotsk sandpiper, a remote relative of our snipe. Or the blue magpie. But poachers raise their hand against them, too.

On the BAM route I saw frequent examples of how the taiga and man become allies. New cities and settlements are rising among the pine and cedars, and the builders try not to touch the trees with their tower cranes once too often. In Solnechnyy on the banks of the river the architects from the very beginning of construction adhered to the rule: to preserve within the city boundaries everything from the green environment that can be preserved, to take all industrial enterprises outside the city, not to build a single bus route through the city. Perhaps this is too much to pay for clean air and silence? Not at all. From the most remote residential block to the closest bus stop it is a 5 to 10 minute walk. In Berezovo I saw the Avenue imeni 60-letiya Komsomola. The young people carefully dug out 60 pine trees from neighboring hills and transplanted them in their settlement. Maybe they stripped the hills? No, they transferred the pines from a place where a stone quarry is slated to be built. And in Urgal I was told that once at a plan discussion session a serious talk took place about trees broken by bulldozer operators. The guilty ones were punished and deprived of their bonuses. People came to the taiga not in order to tame it. Nature, for them, is an ally. All of this makes one happy. But. . .

Only 20 years ago on the same place where the settlement of Berezovyy sprang up, there was a genuine taiga jungle. The taiga is by no means the same forest to which we have become accustomed in European Russia—it is precisely a jungle. We account for every tree, every little clearing with young shoots. In the taiga trees grow, age, die and rot, it happens, at a spot where man has never stopped. Another time you can go for 2, 5, or 10 kilometers, and you will walk on half-rotted trees. Is that good?

No. The taiga needs the solicitous hand of a master. But the results turn out to be different: the wood-stealers leave, taking away all that is most valuable, and the rotten waste land remains behind them.

It is commendable that new industrial lumber farms (lespromkhozy) are being created in the BAM zone with powerful technology. But if they only fell and remove raw material, this will inflict irreparable losses on the taiga, which I will add, is planned in advance. Certainly, the lespromkhozy must also have authority and firm state targets which will determine the future of the taiga. At issue here is not only the rational utilization of all wastes (they will serve as raw material for cellulose, and for the production of particle board and mixed feeds for cattle, even for souvenir articles). The lespromkhozy--maybe they should be called something else--will also look after the planned plantings of forest in the cleared sections, and take of the gifts of the forest--the berries, mushrooms, herbs--and influence the numbers of wild animals and birds. In a word, plan the preservation of nature in the BAM zone on a strictly scientific basis. And above all, it pays, surely, to think about avoiding interdepartmental breakdowns in the preservation of natural resources. Who is responsible here for this work? The Ministry of the Fish Industry has its fish inspectors, the Main Administration of Hunting and Game Preserves has its own, the Ministry of Forestry also has its own. And further, the Ministry of Geology, other committees and departments with various laboratories and inspections in regard to quality--each one has requirements according to its own department. So why not combine these efforts?

Settlements are rising on the BAM route, and together with them the first fruit orchards are beginning to be raised. The fact that in conditions of eternal frost horticulture can be developed was already demonstrated by the first builders of Komsomol'sk-na-Amur. During the 1930's, they installed a city park in which already for many years apple trees and plum trees, cherry trees and apricot trees have been bearing fruit. Come, walk through, treat yourself, just don't break a twig. After the war collective fruit orchards were established on the slopes of the hills which adjoin the city; they extend for almost 30 kilometers. The fertile layer of soil here does not exceed 15 centimeters, but the types of trees raised by the selectionists of the Far East get along splendidly on it. This spring such collective orchards appears in 5 new station settlements of the BAM north of Komsolom'sk.

The entire Far East knows the name of Lukashev. A rural teacher, he became the founder of the fruit nursery in Khabarovsk, and raised many excellent varieties of pears called "Lukashevki pears". To this day, there are pear trees growing in the nursery which were planted by Lukashev before the war. This is a living monument to the selectionist. The students of Lukashev have raised new varieties and cultivate them now in the settlements on the BAM route.

And another selectionist--Prokopyi Ivanovich Men'shikov, a lover of horticulture from Amurskaya Oblast--as long as 20 years ago established the

raspberry bush in the region where the route now passes through. During these years he has raised five varieties of large-fruit raspberries, and all of them do not fear the severe taiga climate.

When they photographed the BAM zone for the first time from space, they saw not only the steel main line, but also cozy settlements surrounded by green along the route. At that time, the railroad did not yet go to the ocean; the opening was covered with taiga thickets. How proud, surely, some years later was the flight engineer of the space ship "Soyuz-32", Valeriy Ryumin, of his countrymen when he saw BAM from space in the summer of 1979 when trains were already running along the eastern section of the route!

A century ago the aspiration to learn to know their native country, its immense lands, seas and rivers brought the first Russian settlers to these regions. They came all the way to the Pacific, the Great Ocean, hacking their way through the taiga, not with sword, but axe, built villages on the Amur and cities meeting the sun, with windows toward the clear water, became tillers of the soil in these regions and woodcutters, hunters and fishermen--they began great work which we now call the development of the natural resources of the Far East. Every new age and every new generation boast of their descendants. How our descendants will see BAM depends on us.

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TRANSPORTATION

BRIEFS

GRAIN CAR LEAKS--Kamensk-Ural'skiy--Due to the nature of my job I have occasion to be at the classification yard of the Kamensk-Ural'skiy Station. And every such visit forces me to think, why have many railroad workers so far not sensed their personal responsibility for the fate of the crop. When releasing the cars filled with grain from the hump the permissible speed is frequently exceeded, leaks appear in the cars from collisions. The grain shows yellow on the track spacings. It would seem that the guilty parties in each case should be severely punished, particularly those who treat the regulation of the speed of release of covered cars so negligibly. Nothing of the sort, unfortunately, happens. At best the station managers organize an "all hands' job"--everyone who can goes out to pick up the grain. But those, through whose fault it was on the ground, were not made to answer.

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